

APPENDIX G

Visioning Goal #2 Presentation

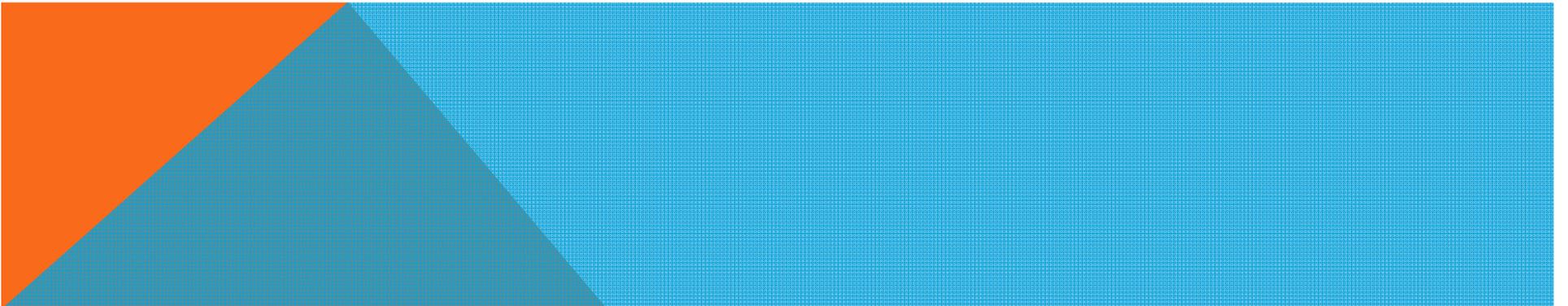
CITY OF BUELLTON – PUBLIC VISIONING PROCESS

Goal 2: Expand Opportunities for Healthy and Active Living



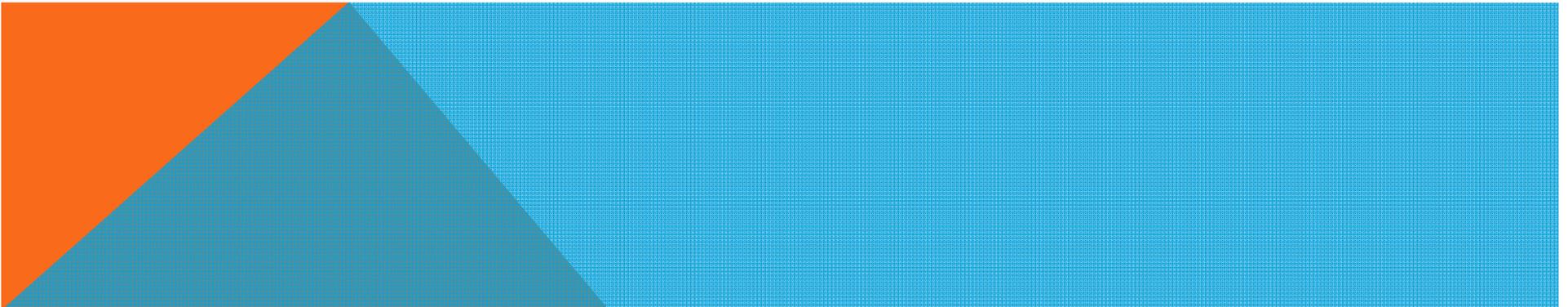
GROUP 2 MEMBERS

- Fred Luna
- Peggy Brierton
- Sharyne Merritt
- Joe Serna
- Mark Preston
- Kimberly Grant
- Josh Grant
- Larry Bishop



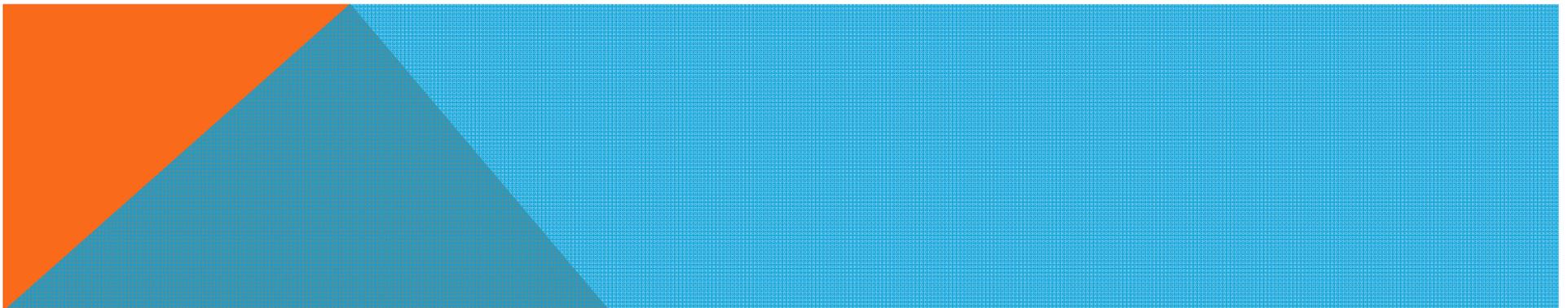
INTRODUCTION

- Group met 4 occasions to review objectives and specific action items
- Overall we chose to prioritize 2 of the 3 existing objectives
 - Increasing Bike and Ped Connectivity
 - Increasing Recreational Opportunities
- We identified and added new action items



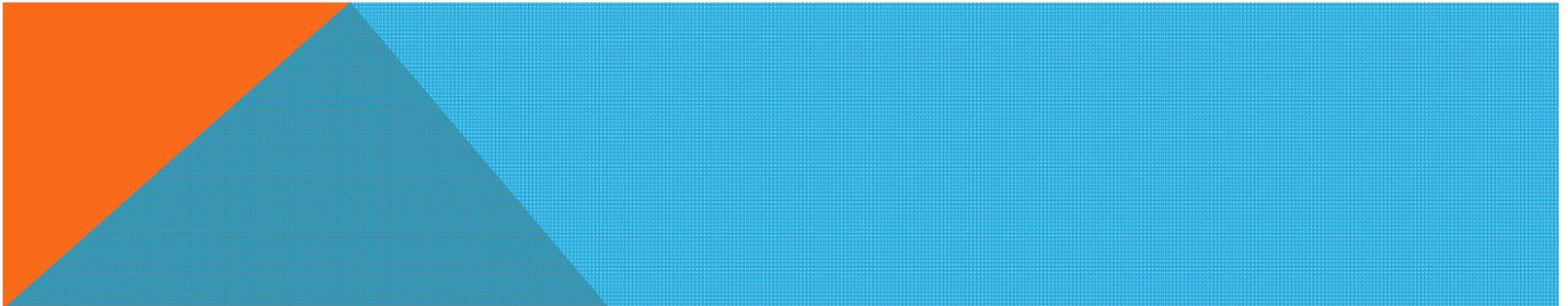
OBJECTIVES

Objective	Description	Priority
2.1	Increase connectivity for pedestrians and cyclists	1
2.2	Ensure access to healthy food sources	
2.3	Increase recreational opportunities for all ages	2



2.1: PEDESTRIAN AND CYCLING CONNECTIVITY

- Our group overwhelming thought this objective was the most important
- Cut across a number of interest groups in our community:
 - Parents with young children
 - Recreational enthusiasts
 - Business and tourist enhancement



2.1: PEDESTRIAN AND CYCLING CONNECTIVITY

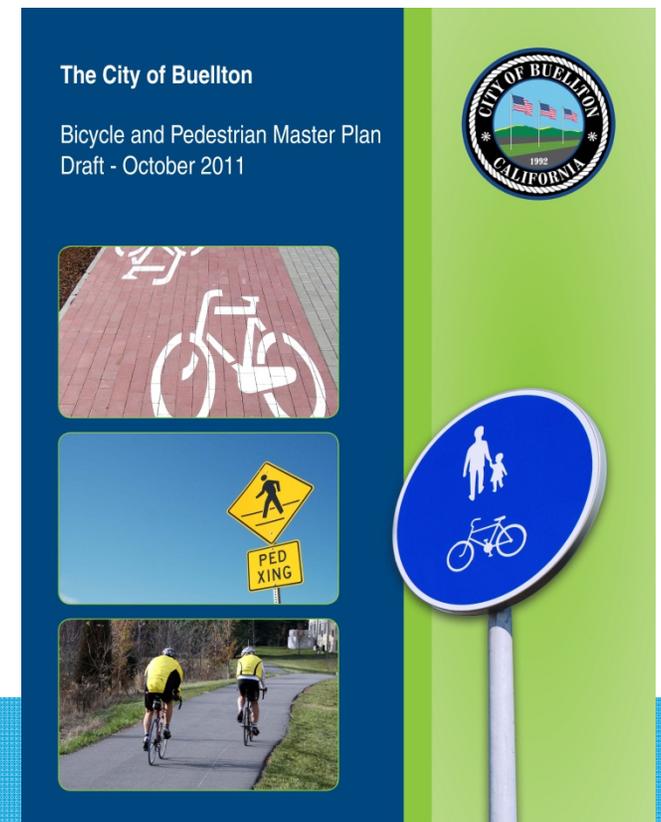
- Recreational trails should be developed consistent with environment and in cooperation with property owners
- We chose to add an action item related to improving community transit: by implementing a community shuttle



2.1: PEDESTRIAN AND CYCLING CONNECTIVITY

2.1.1: BICYCLE AND PEDESTRIAN MASTER PLAN

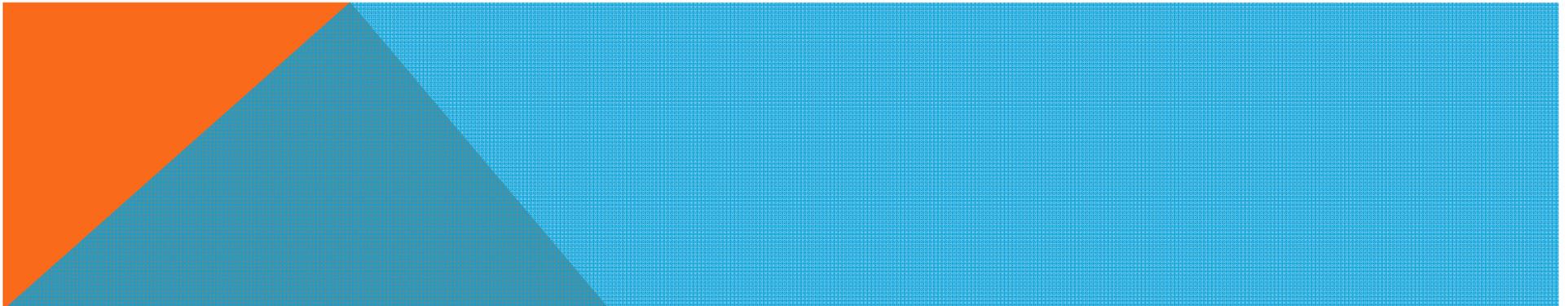
- Continue to work toward adoption of Master Plan
 - Joint meeting with Parks/Recreation and PC at end of November (11/28) with adoption early next year
 - Projects within the plan should consider bicycling aspects: improving existing facilities, adding bike racks at public areas
 - Plans for re-development of Zaca Golf Course should include trail access



2.1: PEDESTRIAN AND CYCLING CONNECTIVITY

2.1.2 PLAN FOR SAFER CROSSING OF ROUTE 246

- Top priority, though longer term, due to outside stakeholder discussions required with Caltrans
- Improve ability for pedestrians, bicycles and vehicles to cross Hwy 246 from La Lata to west
 - Any improvements considered should be accommodating for all modes and directions of travel



2.1: PEDESTRIAN AND CYCLING CONNECTIVITY

2.1.2 PLAN FOR SAFER CROSSING OF ROUTE 246

- Look to improve the bikeway accessibility along 246, with ultimate goal possibly being a Class I facility

Walking expert prescribes 'road diets,' traffic circles for cities seeking street makeovers

By Associated Press, Updated: Monday, June 20, 7:24 AM

REDONDO BEACH, Calif. — When Dan Burden started approaching bureaucrats about making streets more pedestrian friendly 16 years ago, he could hardly get them to look up from their desks.

That was a lot of miles ago.

Today, with the health, environmental and quality-of-life benefits of walk-able neighborhoods, they can't get enough of Burden. Even in car-dependent Southern California, where he spent a few of his roughly 340 days a year on the road this spring, city planners are literally walking the talk alongside him.

Burden, 67, doesn't own a car and conducts so-called walking audits by foot.

"He is the Johnny Appleseed of walk-able communities, a true modern nomad," said Ryan Snyder, a transportation planning consultant who brought Burden aboard to create a plan to improve streets in Los Angeles County. "I am guessing there's been nobody who has gotten to know as many American communities as he has."

Dressed in a khaki vest and armed with a binocular, camera, stopwatch, speed radar gun and measuring tape, Burden appears more like a man on a safari than a folk hero as he flies from city to city and leads mobile workshops pointing out poorly planned streets, intersections and sidewalks and suggesting improvements.

For the past century, city streets have been designed to ease automobile traffic flow. But in recent years, sustainability and livability have become buzz words as policymakers seek ways to reduce congestion and pollution and improve the health of residents. They have become increasingly aware that getting more people on the street boosts public safety, raises property value and brings in more businesses.

In and around Los Angeles, where cars outnumber people on the streets and freeways and multi-lane roads divide neighborhoods, efforts are under way to reverse the refrain "Nobody Walks In L.A." that was sung by the 1980s band Missing Persons. They include a plan to make over Figueroa Street, a major downtown artery for vehicle traffic, for pedestrians, cyclists and transit riders.

Burden has made several visits to Southern California, including stops in San Diego and Santa Monica, to conduct walk audits. The concept is simple, and the former National Geographic photographer from Port Townsend, Wash. makes it known he has no special training in street design.

"I'm not a traffic engineer, I'm not a planner, I'm not an architect, but I'm trained in how to see and observe and so I sometimes see things that nobody else sees," Burden said during a February visit to assess this Southern California beach city.

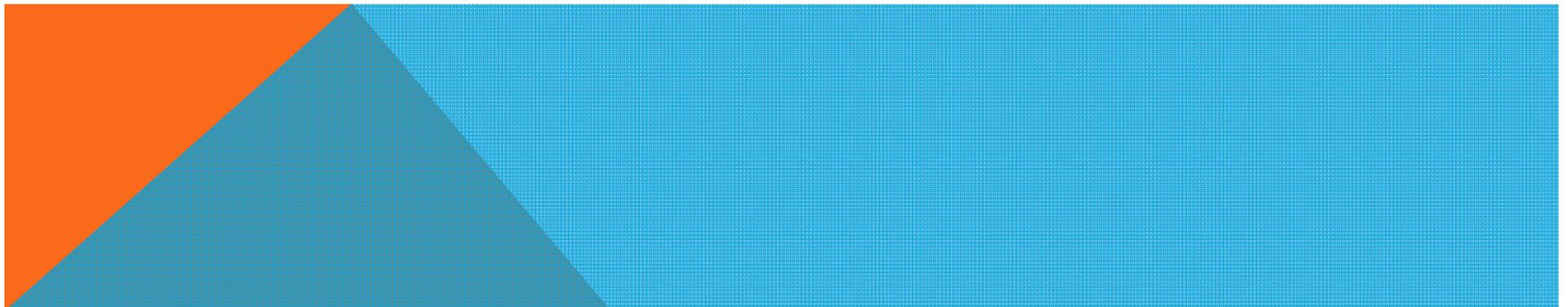
At a busy corner on Pacific Coast Highway, he points out cars zooming by at 45 mph, traffic signals that force pedestrians to hurry across the wide boulevard and trash cans and utility boxes that block walkers on the sidewalk. With his measuring tape, he showed that traffic lanes could be slimmed down to accommodate vehicles and add more space for cyclists and pedestrians. Trees could be planted for shade and as a safety buffer from cars. Benches could give the elderly a place to rest during a stroll.

Redondo Beach, along with two neighboring cities, are participating in a program that encourages residents to adopt healthier habits. Burden has recommended putting in a bike lane on a heavily used road that leads to Pacific Coast Highway and adding traffic circles and replacing a car lane with a bike lane in several places to slow down vehicles.

2.1: PEDESTRIAN AND CYCLING CONNECTIVITY

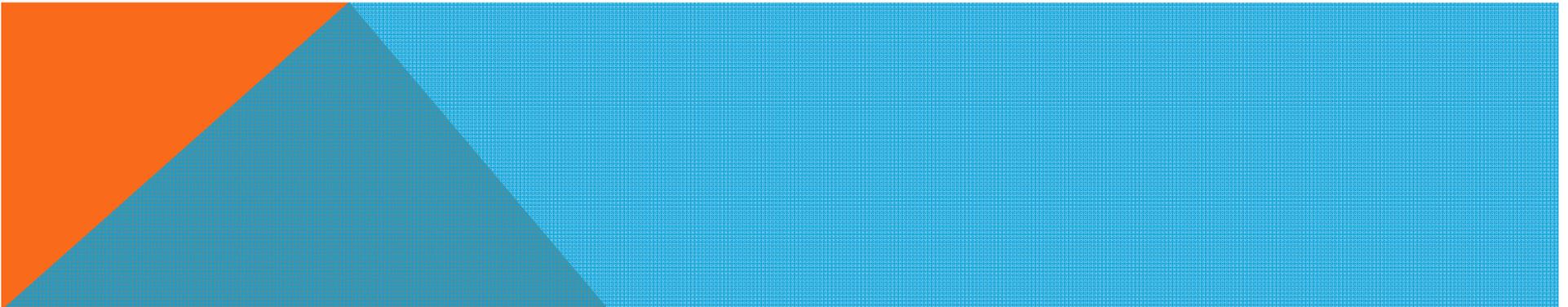
2.1.4: COMMUNITY SHUTTLE

- Modeled after similar ones in Santa Barbara and Carpinteria
- Powered by alternative power, would be eligible for grant funding
- Provide s benefits to multiple users: residents, visitors and children
- Safe way to connect the four quadrants of our community



2.3: INCREASE RECREATIONAL OPPORTUNITIES

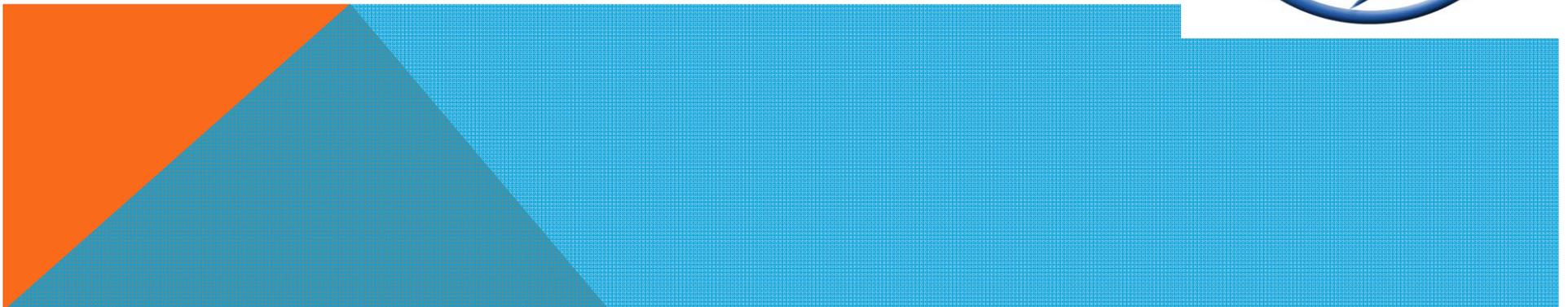
- There was broad support in our group for providing more community recreational opportunities
- A needs based approach - conduct a community survey of current facilities and additional needs important to community
- Proposed recreation projects should be developed with no shortcuts and look for opportunities to create partnerships with the private sector



2.3: INCREASE RECREATIONAL OPPORTUNITIES

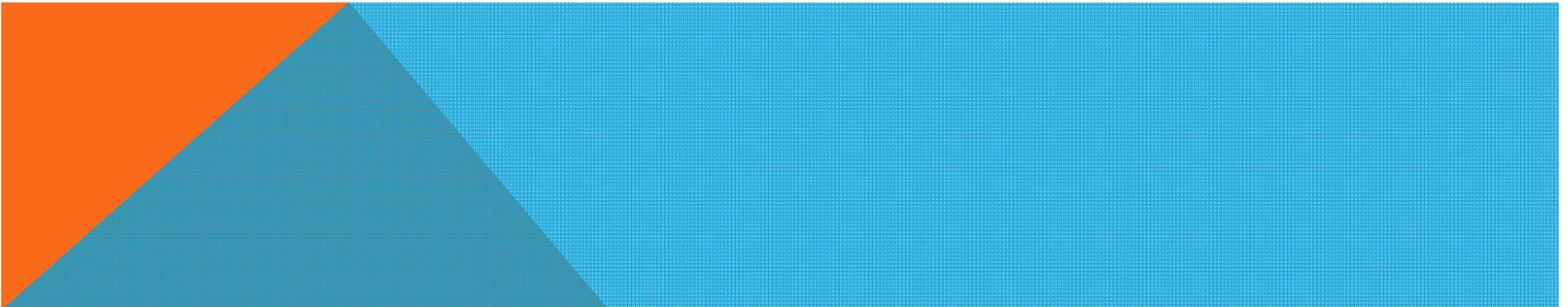
2.3.2: Expanding on Current Community Facilities

- Group noted that increasing opportunities should be done strategically by identifying and prioritizing community needs not served
- Look for opportunities to leverage private investment so that City does not bear full financial responsibility



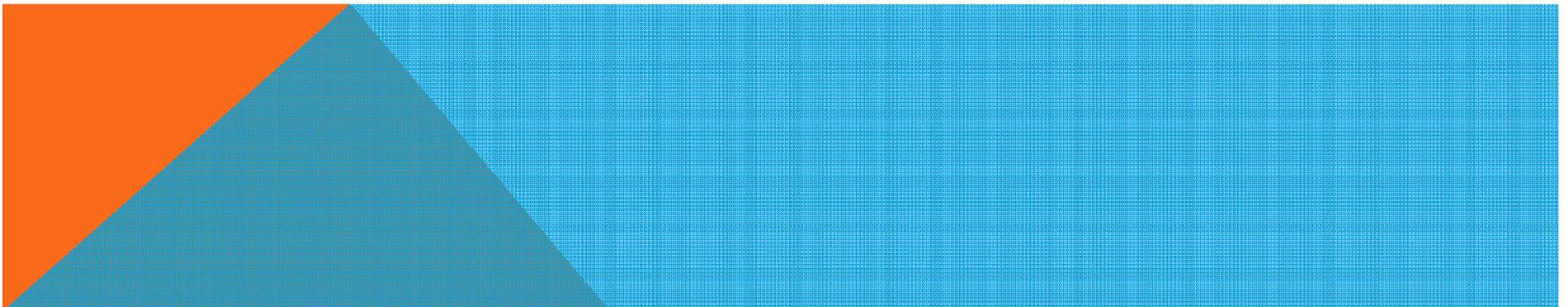
2.2: HEALTHY FOOD CHOICES

- Action Items related to improving Healthy Food Choices included:
 - Developing community gardens
 - Recruiting healthy food providers
 - Farmer's Market
 - School food programs, restaurants and purveyors
- Group 2 supported this objective but did not prioritize. Actions.
 - Support for Farmer's Market
 - Identify locations for community garden
 - Inability to influence food purveyors business decisions



2.2: HEALTHY FOOD CHOICES

- Some of the top priority action items included:
 - Continued support for a Buellton Farmer's Market
 - Work with Chamber of Commerce
 - Development of location(s) for a community garden
 - Zaca Golf Course Property
 - Jonata or Oak Valley School
 - City easement end of Industrial Ave



CONCLUSION

- Objective 2.1 “Increasing Connectivity” as Priority #1, with actions:
 - Complete Bike and Ped Master Plan
 - Look to ways to improve safety along and across Hwy 246
 - Investigate feasibility of initiating community shuttle
- Objective 2.3 “Increasing recreational opportunities” was identified as Priority #2, with actions:
 - Prioritize Needs for Community
 - Look for ways to partner with private sector
- Objective 2.2, “Healthy Food Sources” not prioritized but some important actions identified:
 - Farmer’s Market
 - Community Garden Locations

